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COUNTRY YugoslaviaREPORT NO. [REDACTED]TOPIC Ljubljana Airfield

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EVALUATION [REDACTED]PLACE OBTAINED [REDACTED]DATE OF CONTENT 1947 to August 1950DATE OBTAINED [REDACTED]

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DATE PREPARED 6 February 1951REFERENCES [REDACTED]PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on dittoREMARKS [REDACTED]

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1. Between 1947 and August 1950, the Ljubljana (Y 2/D 31) airfield was occupied by about 40 single-engine fighters, 10 to 15 trainer biplanes, one low-wing sports plane, and some gliders. Source stated that the fighters were definitely equipped with in-line engines, a plexiglass cockpit, retractable landing gear, and two cannons which projected from the leading edges of the wings. A red star was painted on the wings and on the sides of the fuselage. The speed was about 400 km/h. (1)
2. There was daily flying activity. The fighters usually flew individually, and only occasionally in formations of two planes. No night flights, formation flights with several aircraft, practice firing, air combat or low-level attacks were observed. The biplanes seldom made flights in the vicinity of the airfield. (2)
3. One commercial plane, alternately a Ju-52 and Douglas, landed at the field daily. They were flying the Belgrade - Zagreb - Ljubljana line. (3) One single-engine courier plane also landed there daily about 11 a.m.
4. The airfield, which extends along the railroad line, is about 800 to 1,000 x 2,000 meters. There were no taxiways or runways. (4)
5. Two hangars, each about 15 x 100 meters, and one flight control station 10 meters square and with a windsock, were in the northeastern corner of the field. Numerous quarters and temporary wooden buildings were farther northward and beyond the macadam road. No workshops, depots or spur tracks were seen. (4)
6. The headquarters of all Slovenian Air Force units is allegedly stationed at the field. Many air force officers were seen in the quarters area. (5)
7. Underground concrete bunkers were in the area north of the quarters. Details on their number, type or purpose are not known. (6)
8. Source did construction work in a camp located in the woods northeast of Marija Polju (Y 2/O 41). The camp consisted of four wooden buildings, each 10 x 30 meters, with concrete foundations, concrete floors, and arched roofs. Two additional buildings of the same type were under construction. (7)

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[REDACTED] Comments.

- 25X1A (1) The occupation reported agrees with reports of March and December 1948. See [REDACTED]. A rough sketch of the fighters, drawn by source, indicates that the planes are apparently of a Yak type.
- 25X1A (2) The flying activity indicates that a pilot school is possibly stationed at the field. See [REDACTED]. This school is believed to have been stationed there until November 1949, since source had the opportunity to observe the field up to that date. The school was possibly still there in August 1950, when source observed the field from the train. Otherwise, source would probably have noticed any essential changes at the field.
- (3) According to an international airline guide, dated 14 May 1950, one plane flying the line mentioned lands at the field daily. 25X1A
- (4) The information agrees with previous reports. See [REDACTED]. One hangar is used as a repair hangar. See [REDACTED]. For layout of airfield, see Annex.
- (5) It is believed that the airfield belongs to the area of the 2d AF Div, the headquarters of which is stationed in Zagreb. It is doubted that the headquarters has been transferred to Ljubljana. 25X1A
- (6) This was previously reported to be a fuel dump. See [REDACTED].
- (7) The camp, the location of which was previously reported, is a large fuel and ammunition dump. See [REDACTED].

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1 Annex: sketch on ditto

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